



PORT OF COLUMBIA



COMMISSIONERS
LAWRENCE TURNER
ROBERT WARREN
ROBERT JAY LYMAN
DONALD G. TURNER, MANAGER
NEALEY & MARINELLA, ATTORNEYS

1 PORT WAY
DAYTON, WASHINGTON 99328

OFFICE BUILDING
1 PORT WAY
TELEPHONE (509) 382-2577
FAX (509) 382-4473

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This information summary is of impacts that will effect Columbia, Whitman, Franklin, Garfield and Asotin counties by possible draw downs or even, "Heaven forbid," the loss of our dams on the Snake or Columbia Rivers. The Endangered Species Law, in my opinion, operates on too many unknowns and lacks a great deal of good horse sense. For instance, the Snake River Sockeye Salmon which was declared endangered is exactly like other sockeye salmon except that it turns right at the convergence of the Snake and Columbia Rivers. This information and draw down analysis, for the most part, was taken from a publication by the Palouse Regional Transportation Planning Organization. Temporary or permanent closure of river navigation would result in closure of some timber related businesses and billions of dollars in potential business lost along the Snake River.


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Of the nearly 100 million bushels of wheat shipped from eastern Washington in 1992, 6% went by barge. Of that, 8.7% came from Garfield and Columbia Counties and was shipped by barge. It would require 83,044 trucks to move the barge share of eastern Washington's wheat and 11,905 trucks for Garfield and Columbia County's grain to be hauled to downriver terminals. The capacity of a barge is 35 rail cars or 116 trucks or 85,000 bushels.

A permanent loss of river navigation would require \$30 million dollars in immediate highway improvements, then \$1,880,000 in annual increased maintenance. The increase in cost of transportation to these two counties would be as much as \$13 million dollars per year.

It is easy to see that we must find alternative ways to save the salmon and we must keep our inland waterways healthy and operative. I believe we can all do something about this tremendously important economic situation by contacting our senators and representatives.

During a drive from Lewiston, Idaho, to the Columbia Basin, notice the irrigation, navigation, recreation and everything we use electricity for, then imagine what this area would be without the dams.



Donald G. Turner
Manager
Port of Columbia